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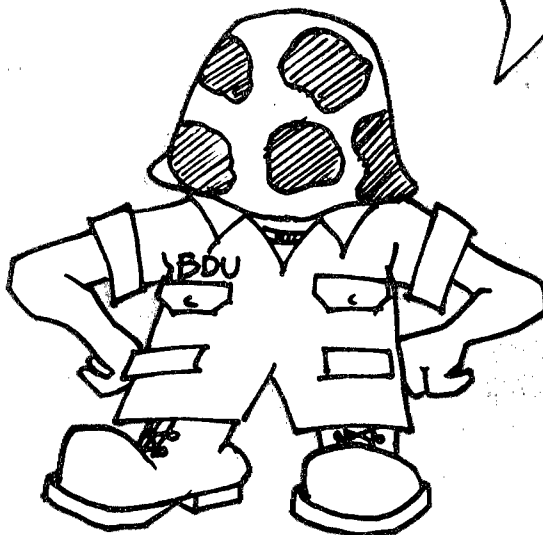
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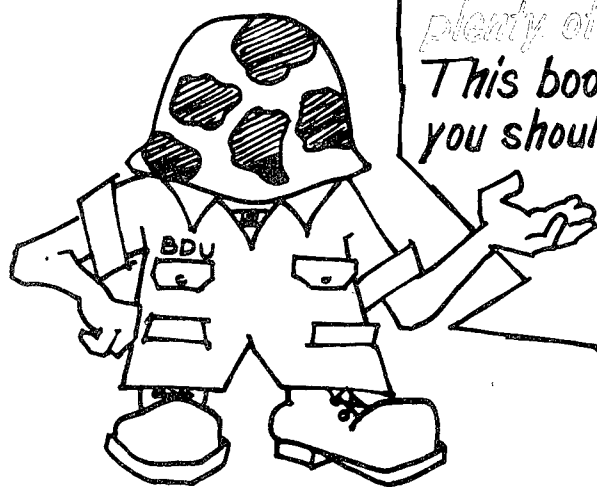
HANDLE WITH CARE

March 1987

# Soldier's Safety Handbook

***Basic Dangers Understood:***  
*the more you know  
the more you can protect  
yourself from accidents.*





*In the Army, there are no  
new accidents but there are  
plenty of new victims!  
This booklet tells you what  
you should do to avoid them.  
Read this booklet,  
then keep it  
handy and check  
it often.*

The accidents you'll read about in this booklet actually happened to real soldiers. But almost all of the accidents could have been prevented. Following are examples of the kinds of accidents that hurt and kill soldiers year after year and some tips on how to keep them from happening to you.

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Vehicles**



**Combat  
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**Explosives**



**Weapons**



**Bumps and  
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**Falls**



**Burns**



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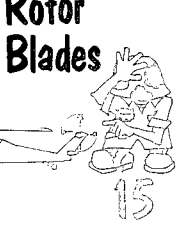



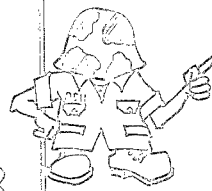
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# Soldier's Safety Handbook

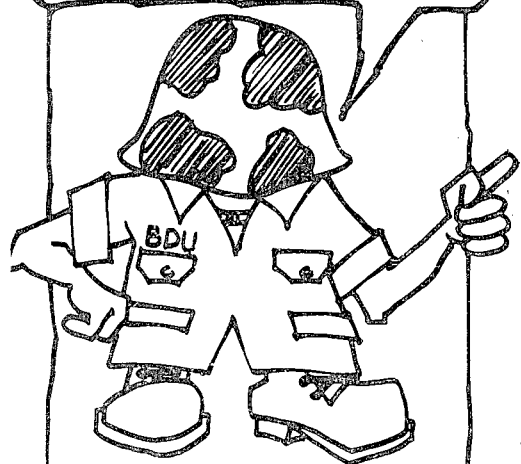
Whether you're in the Army for 3 years or 20, your time will be divided into field duty, garrison duty, off-duty, and leave. You may even serve some actual combat time. All of these areas involve risks. Knowing what the risks are can help you avoid them. To give you an example, let's look briefly at field duty.

Answers given by soldiers during a safety survey before a recent field training exercise, or FTX, show that many of them do not understand the danger of training in the field. The following will give you an idea of what a lot of soldiers don't know about field training.

- **Safety during FTXs.** Almost half of those taking part in the survey believed that normal, routine safety was suspended during FTXs to achieve tactical realism. This is an attitude that can get you killed. Be sure you remember to practice safety in all unit operations—including FTXs.
- **Use of ground guides.** Many drivers surveyed believed that there was no need to use ground guides during FTXs. But AR 385-55 requires that ground guides be used in any vehicle any time visibility is restricted. This is especially important during FTXs when vehicles are operating 24 hours a day. Be sure you don't forget to *always* use ground guides.
- **Sleeping in the field.** The survey showed that many soldiers failed to see the dangers of sleeping in open areas, under vehicles, and inside vehicles. Over the years, a lot of soldiers have been run over while they were sleeping. Be sure you don't make this mistake.
- **Substitute fuels for tent stoves.** A large number of soldiers thought it was okay to use mogas and JP4 fuel as a substitute fuel for tent stoves. This may explain why improper use of mogas has been the major cause of tent fires during FTXs. Remember, every type stove has a manual that tells you what fuels to use. *Never* substitute a fuel that is not authorized by the manual.

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*More soldiers are killed and injured in POV accidents than in any other kind of accident.*



## Motor Vehicles

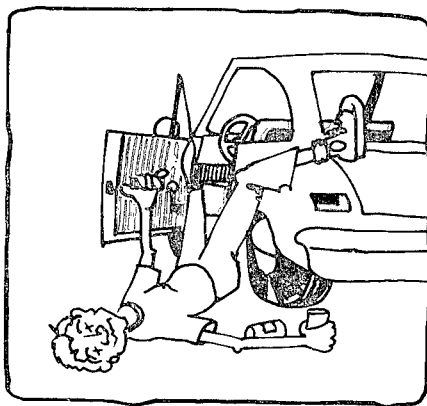
In the Army, we talk about two kinds of motor vehicles. A privately owned vehicle, or POV, is your own personal vehicle. The term *POV* includes cars, trucks, motorcycles, vans, and any other motor vehicle you own or operate. An Army motor vehicle, or AMV, is a wheeled vehicle that is owned by the Army. The term AMV includes trucks, jeeps, sedans, vans, buses, and any other wheeled Army motor vehicle. It does not pertain to tracked combat vehicles such as tanks and carriers.

## POV

*While off duty, a sergeant was a passenger in an SP4's car. Neither was wearing seatbelts. The SP4 was speeding when he tried to pass another car in a no-passing zone. He lost control, and the car flipped over. The sergeant was thrown from the car, hitting his head on the pavement. He was killed instantly. The SP4 was also thrown from the car, which rolled over him. He was injured, but survived.*

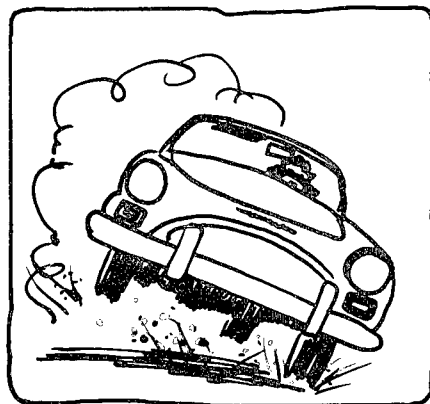
More soldiers are killed and injured in POV accidents than in any other kind of accident. But many soldiers who were killed didn't have to die. Wearing seatbelts would have saved their lives. Don't let it happen to you. Make a habit of wearing seatbelts; it's a habit you can live with.

The biggest causes of POV accidents and what you can do to prevent them are as follows.



## Drinking and driving

Alcohol is involved in over half of all POV accidents. Because alcohol impairs your judgment and reaction time, the best thing to do is not drive if you have been drinking. Ride with someone else, or ask a nondrinking friend to drive your car.



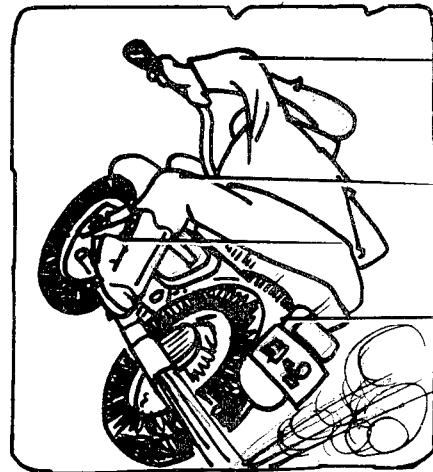
### Speeding

Excessive speed is almost always involved in POV accidents. And there is never a good reason for it. Remember that posted speed limits are a *maximum*, not a *minimum*, speed. You should adjust your speed to road, weather, and traffic conditions.



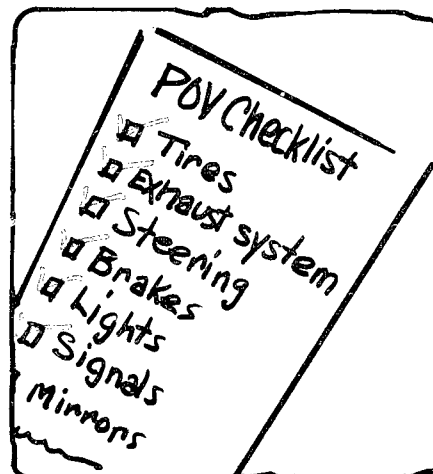
### Fatigued or drowsy driving

Many one-car accidents are caused by drivers falling asleep at the wheel. If you begin to feel sleepy while driving, stop and park in a safe place and sleep for a while. If you are just drowsy, stop, get out, and get a little exercise before going on.



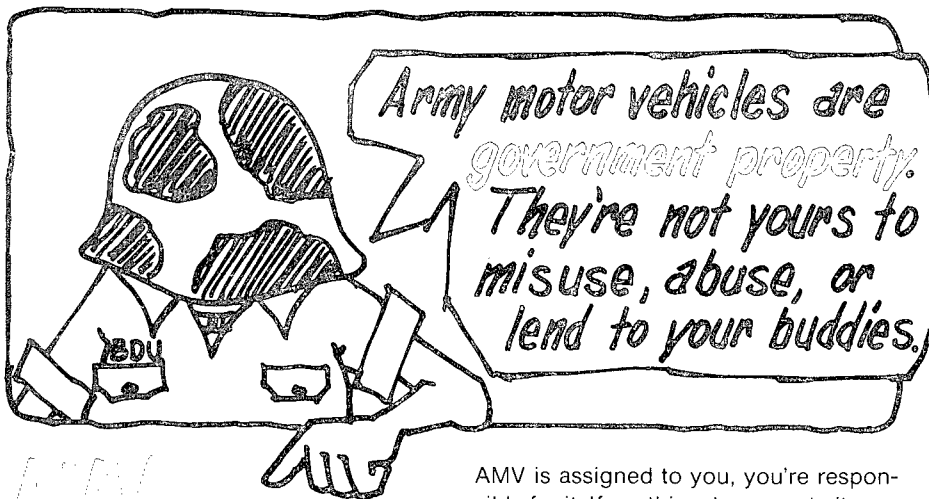
### Unsafe motorcycle riding

If you ride a motorcycle, it is important that you wear an approved safety helmet and protective clothing. This is your armor—your *only* protection. If you take a spill while wearing only shorts, your hide will come off first. And, to make yourself more visible, be sure your headlight is on whenever you ride.



### Vehicle safety checklist

Make sure your POV is safe. The most important items are tires, lights, steering, brakes, and exhaust system.



In a unit motor pool, a private was driving a 2½-ton truck to the washrack. He lost control of the truck and ran into a building. The private was not injured, but damage to the building amounted to over \$3,000.

AMVs are involved in more on-duty accidents than any other item of equipment. And, in most AMV accidents, the driver is at fault. As a potential AMV operator, you're in a position to help reduce AMV accidents.

It's important that you remember always that AMVs are government property. They're not yours to misuse, abuse, or lend to your buddies. When an

AMV is assigned to you, you're responsible for it. If anything happens to it, you will be held accountable.

Most AMVs require special training, skill, and operator knowledge to safely operate them. But, in many instances, AMV accident causes and prevention are the same as for POV. The leading causes and preventive measures are as follows.

### Failure to follow procedures

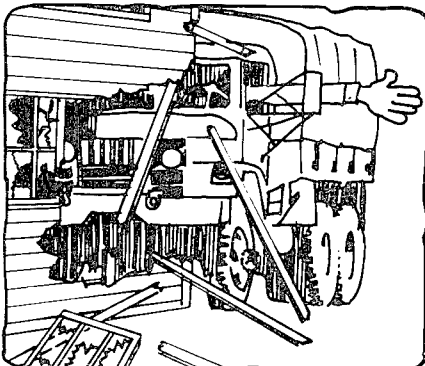
The Army has set procedures for operating its equipment safely. It's important that you know and follow these procedures every time you operate an AMV. Don't take shortcuts, and don't ignore the rules. They're for your protection and the protection of the equipment.

### Improperly trained drivers

Your supervisors are responsible for seeing that you're properly trained and qualified in the vehicles you operate. It's your responsibility to never operate a vehicle that you are not licensed to drive.

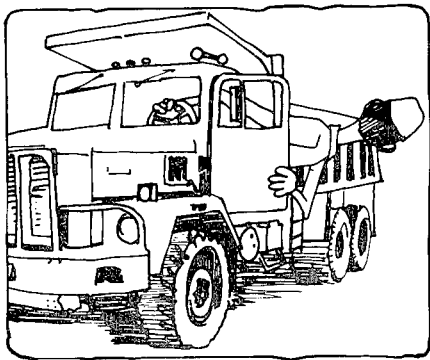
### Speeding

You must operate your AMV at a speed that is safe for the existing road, weather,



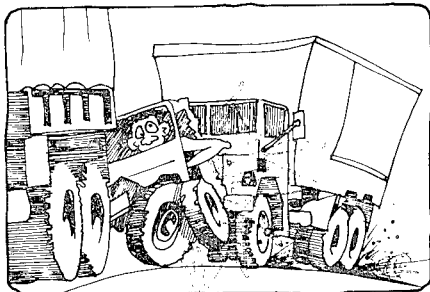


traffic, and vehicle conditions. Speeds that seem slow during good conditions can be dangerously fast when roads are slippery or when it's raining or foggy.



*Backing*

Although they're almost always preventable, backing accidents happen frequently. To prevent them, always use a ground guide, especially in larger vehicles where there are blind spots. If no ground guide is available and you can't see what's behind you, get out and walk around the vehicle to make sure you will not hit anything while backing.



*Following too closely*

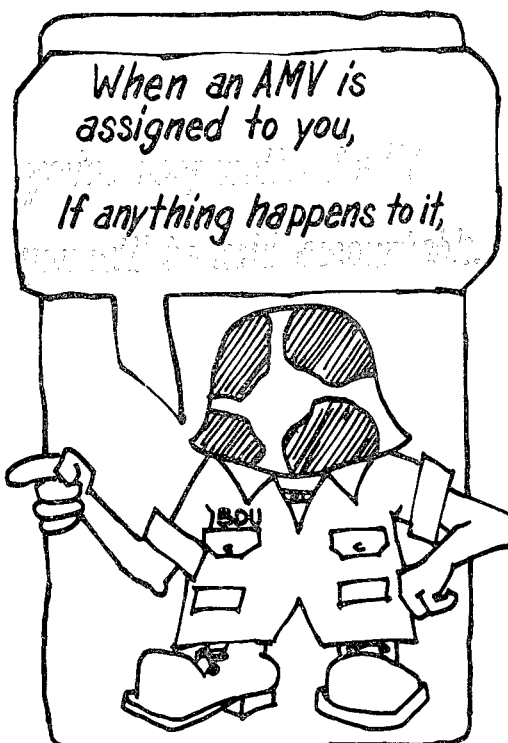
This happens most often in convoy operations. Use the 2-second rule to see if you are following too closely. Pick a road sign; when the vehicle in front of you passes it, count "thousand one, thousand two." If you pass the sign before "thousand two," you are following too closely. Back off some and repeat the test.

*Exposure time, exposure  
left turn*

Use signals and never turn until traffic is clear. Left turns are especially hazardous in Germany. In that country, the rules of the road are different from those in the U.S. In Germany, the car behind you has the right of way, even if you are stopped to make a left turn. If it hits you, you're at fault. When making a left turn, you must be clear to the rear as well as to the front.

*Oncoming traffic*

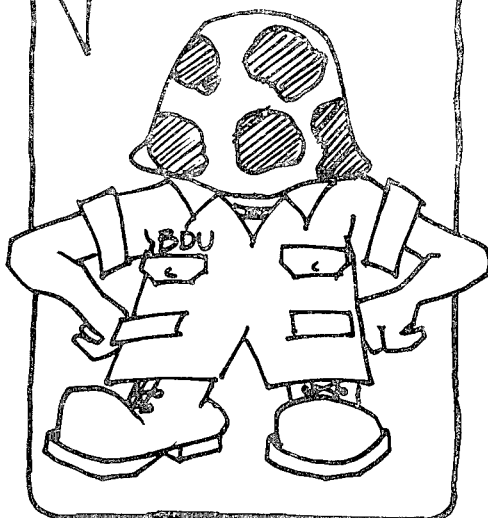
Judging clearance requires training and experience. If you have doubts about clearance, stop and check. Use a ground guide. This is another common cause of accidents on the narrow streets of Germany.



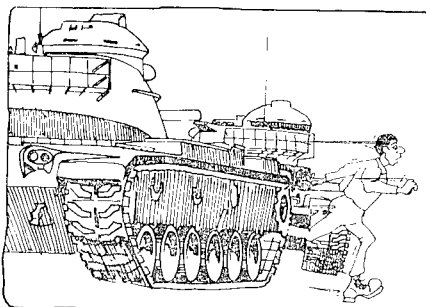
# Combat Vehicles

Army combat vehicles include tanks and armored personnel carriers, or APCs. They are the tracked vehicles that you fight in or from. Most accidents happen when this equipment is operated improperly or procedures are violated. Your best protection from accidents is good training and good crew discipline. At all times, you must practice exactly what you were taught. Let's look at some of the more typical causes of combat vehicle accidents.

*Your best protection is good training and good crew discipline.*

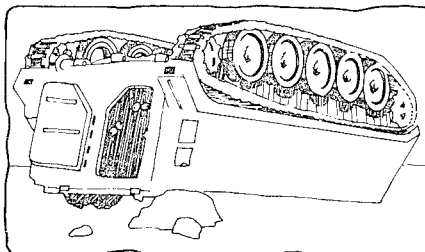


An SP4 was ground guiding a tank into a parking position behind several other tanks that were parked in a column. The driver stopped the tank about 10 feet behind the last tank in the column. The SP4 wanted it closer and signaled the driver to move forward. As he did so, the tank surged forward, pinning the SP4 between the two vehicles. He was killed.



*Being caught between vehicles*

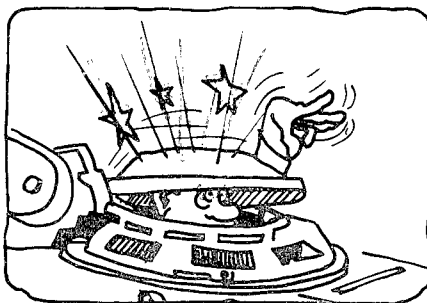
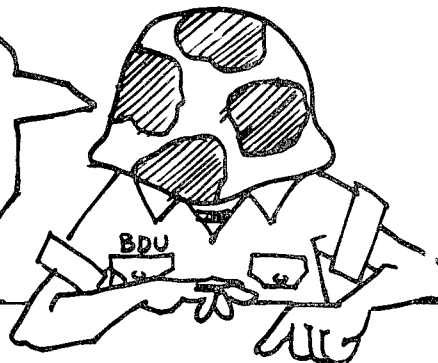
Each year there is usually at least one accident where a soldier is killed by being crushed between two tracked vehicles. These accidents usually occur when a vehicle is being slave-started or a tow bar is being connected. The safe way to do these tasks is covered in your unit SOP. Follow the procedures, and *never* put yourself between two vehicles.



*Rollovers*

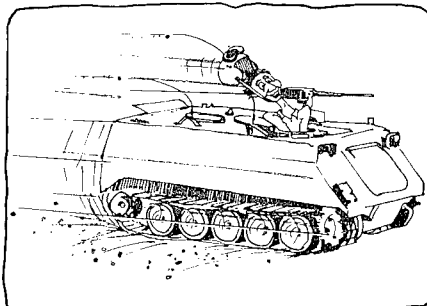
The causes of rollovers vary, but in most cases your actions should be the same. In a rollover, it is best to stay in the vehicle. If you try to jump, there is a good chance you will be crushed by the vehicle.

*At all times, you must practice exactly what you were taught.*



### Hatches

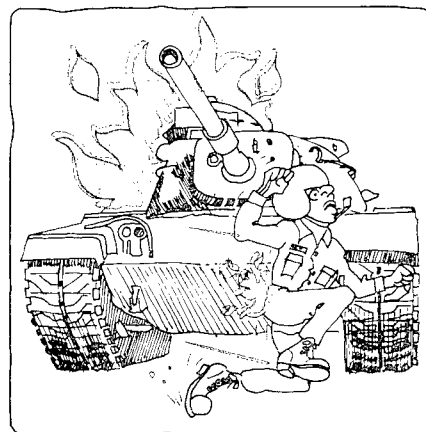
Many lost time injuries are caused by hatch covers slamming down on heads, hands, fingers, and arms. This usually happens because crewmen fail to secure the hatches with safety pins. Always make sure hatches are locked in place before vehicle movement.



### Driver error

In almost half the tracked vehicle accidents, driver error is a factor. Driving too fast and following too closely are

common causes. Tanks and APCs are heavy vehicles that require greater stopping distances than other vehicles. Bad conditions, such as fog, rain, or dust, require even more distance between vehicles. And as speed increases, following distance must also increase. To avoid accidents, always operate your vehicle the way you were trained.



### Tank fires

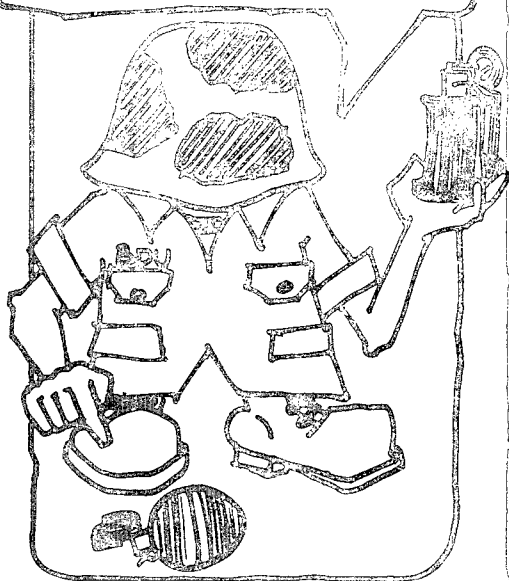
The Army loses a few tanks to fire each year. Leaking fuel and oil, electrical shorts, and loose connections are the main causes. These fires can be stopped before they start. Before every operation, check oil and fuel lines for loose connections or deterioration. Also be sure to check electrical wiring, especially in and around the battery compartment.

# Explosives

Ammunition and explosives are Army tools that require constant caution. You must always handle them properly and strictly follow established procedures.

Most soldiers' greatest exposure to explosives comes during field training. Because you may not get to use them very often, you may be curious about them. But curiosity can kill where explosives and duds are concerned.

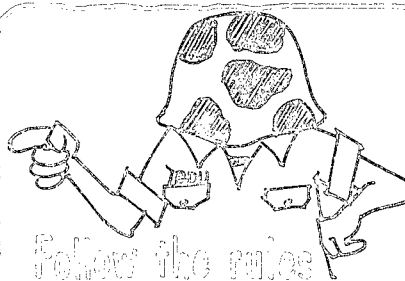
*Curiosity can kill  
where explosives  
and duds are  
concerned.*



*An SP4 was on patrol as part of a field training exercise. His squad leader threw an artillery simulator which failed to explode. The soldier and the squad leader decided to take it apart and light the powder. When they did it, both were burned on their hands and faces; both lost several days of duty.*

## Simulators

Many soldiers have been killed or badly injured by simulators. Most of the victims treated the devices as toys—as “practice” rather than “real” explosives. Never make the mistake of thinking that “simulators” are toys. They’re not. They’re explosives that can kill you just as dead as the “real thing.” In fact, simulators contain more sensitive explosives than other ammo, so they will ignite or explode more quickly.



**Follow the rules**  
Simulator accidents are easy to prevent if you follow the rules. For example:

- When installing booby trap simulators, follow the instructions. Always install and secure the simulator before you secure the trip wire in place.
- Never hold a booby trap simulator in you hand and pull the string. It will explode immediately.
- Never handle a dud simulator or try to take any simulator apart. This one violation causes the most injuries with these devices.

# Duds make deadly souvenirs

A *dud* is an explosive device that has been fired but has not exploded. Duds are one of the Army's most serious problems; they affect both soldiers and civilians, including children. A dud picked up or carried home can be a deadly souvenir.

Some duds, such as fuzes and detonators, don't look like duds at all. Therefore, you must consider all ordnance dangerous and avoid handling them. Follow these simple rules:

- If you spot a dud, don't touch it for any reason—not even to turn it in. Mark the area around it to warn others. Then report its location to your NCOIC for proper disposal. Remember—some devices are so sensitive that just passing your hand over them and blocking out the light is enough to set them off.
- Stay out of impact areas. They are identified and marked.
- Give dud grenades extra respect. Dud hand grenades and 40mm grenades may explode with the slightest movement.



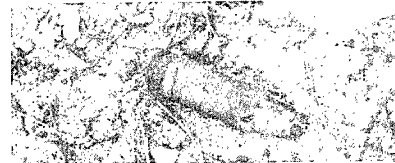
4.2" ("four-deuce") mortar



2.75" rocket



155mm artillery projectile



20mm incendiary



106mm recoilless rocket round



40mm ("mike-mike") grenade

Don't touch 'em!

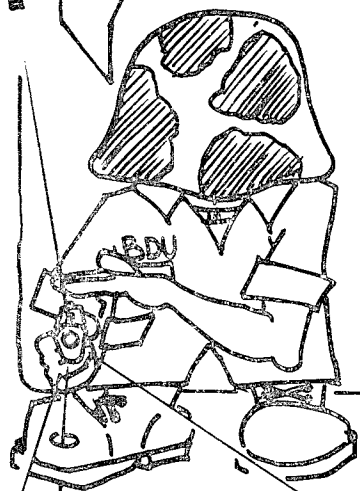
*Horseplay and carelessness are the major causes of weapons accidents.*

## Weapons

While off duty, an SP4 was visiting the apartment of another soldier. The friend was playing "rifleman" with an "unloaded" .357 magnum rifle. The rifle fired and shot the SP4 in the leg. He lost 7 days of duty, not counting the pain he suffered.

Each year, soldiers are injured and killed in weapons accidents. Over half occur from mis-handling handguns, and three out of four happen when the soldier is off-duty. Horseplay and carelessness are major causes.

As a soldier you will be required to fire some types of weapons, and you may have a weapon of your own. To prevent injury to yourself or someone else, look at the following causes and preventive measures. Remember them whenever you have a weapon in your hand.



### Horseplay

Playing with guns is just asking for trouble. Quick-draws by soldiers continue to cause fatal accidents. Make it a rule to never point a weapon at anything or anyone you don't intend to shoot. And never handle weapons when you have been drinking. One intoxicated soldier played Russian Roulette with a .38-caliber revolver. He lost.

### Pointing weapon

On firing ranges, always keep your weapon pointed down range while firing or clearing it. Keep bolts and slides back as appropriate for the weapon.

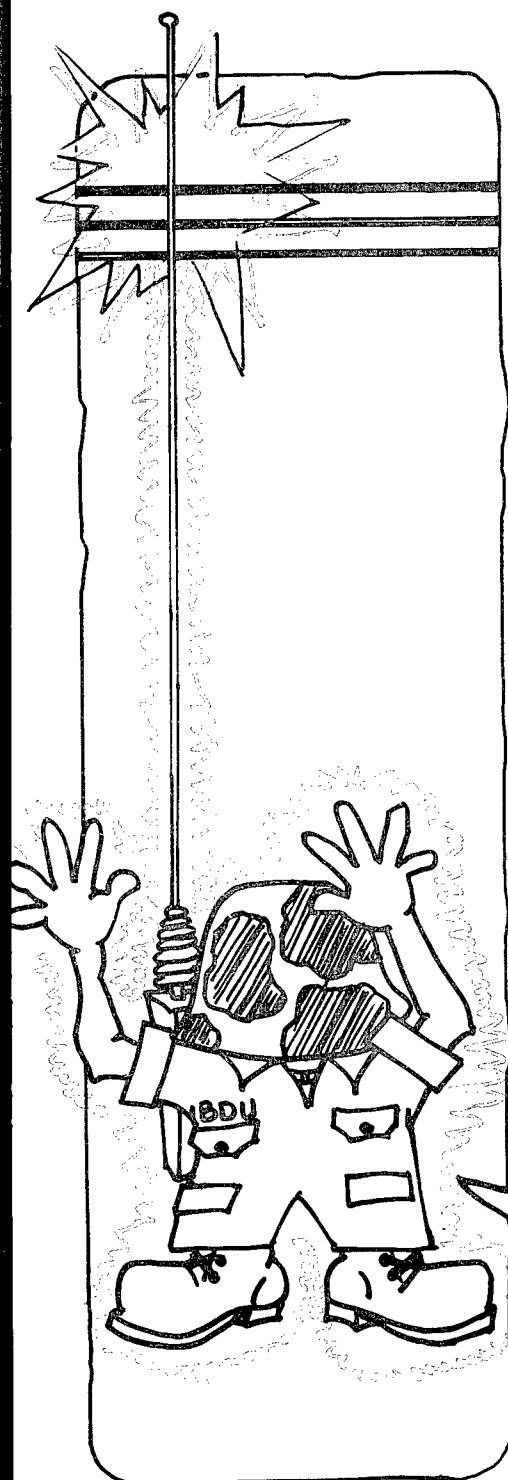
### "Unloaded gun"

Leaving a round in the chamber after removing the magazine is a leading cause of .45-caliber pistol accidents. Before cleaning a weapon, always check the chamber. And always handle every weapon as though it were loaded, even if you're "sure" it's not.

### Hunting

Hunting accidents usually happen as a result of—

- Firing at movement without seeing the target.
- Climbing over or through obstacles and accidentally discharging the weapon.
- Carrying or handling weapons improperly (finger on trigger, safety off, or pointed at the body).



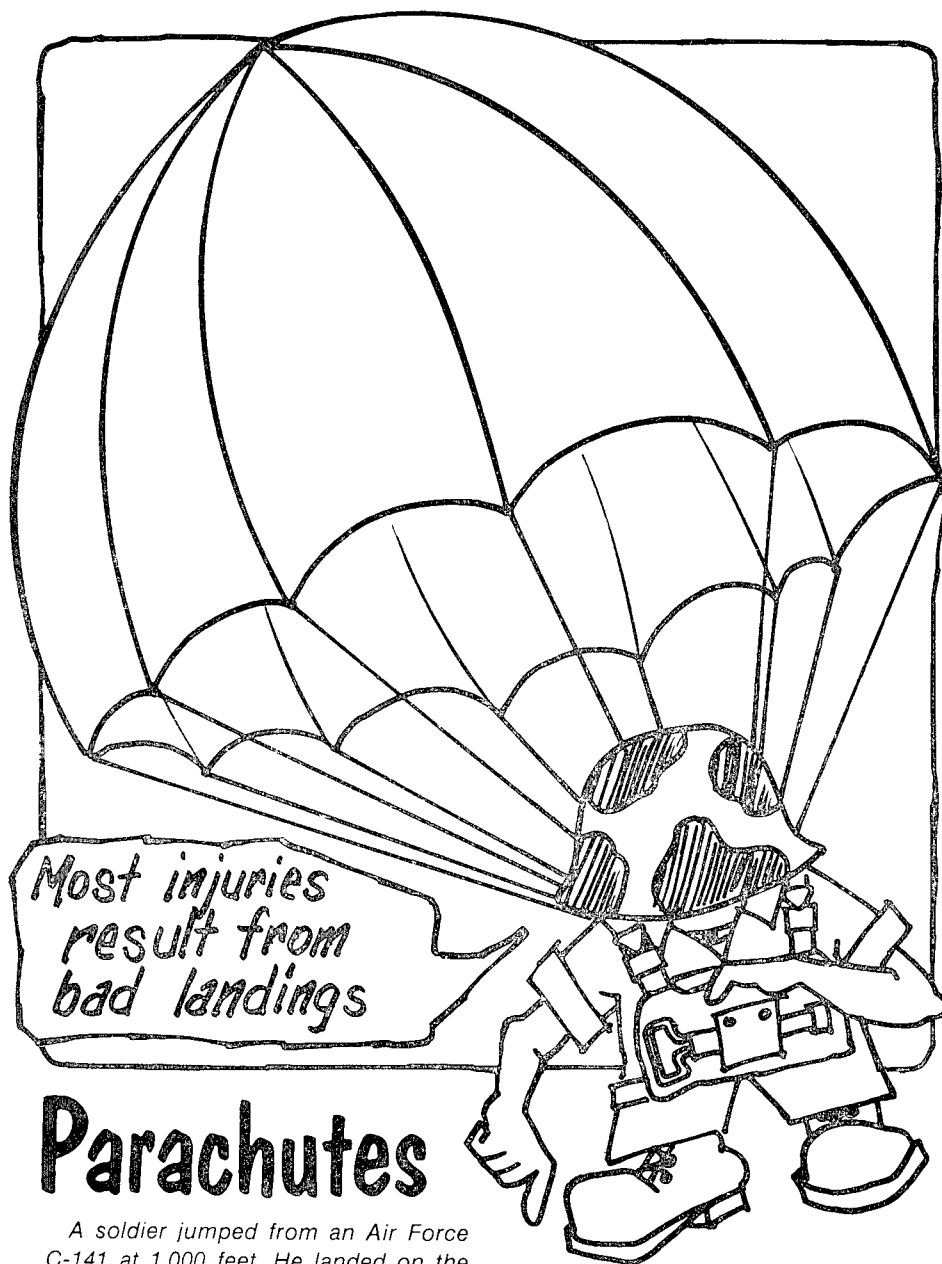
# Radio Antennas

*An SP4 was carrying a backpack radio while on guard duty. The antenna of the radio touched an overhead powerline and electrocuted the soldier.*

Antennas that contact powerlines can lead to disaster. Be extremely careful when using backpack radios, and always make sure vehicle antennas are securely tied down before you enter an area where overhead powerlines exist. This is of utmost importance everywhere, but especially in Germany where trains are electric and overhead powerlines can be expected in each village.

The RC 292 antenna poses a particular hazard due to its length (41.2 feet). It can easily contact overhead powerlines when being installed or removed. When erecting or taking down this antenna, make sure there is plenty of distance between it and powerlines so touching or arcing will not occur. The rule of thumb is twice the length of the antenna to the powerlines.

*Antennas  
that contact  
powerlines  
can lead to  
disaster.*



## Parachutes

*A soldier jumped from an Air Force C-141 at 1,000 feet. He landed on the balls of his feet and fell backwards, injuring his head. He lost 32 workdays.*

Unless you are a jumper in an airborne unit, you're probably safe from parachute accidents. Other than a few parachute equipment failures, most injuries result from bad landings. This suggests that well-trained and physically conditioned jumpers are less likely to get hurt.



# Fatigue

*A soldier went to sleep at the wheel of a GOER vehicle during a night training exercise. The vehicle drifted to the right edge of the road and ran over a steep embankment. The soldier was crushed when the GOER rolled over. He had been on duty for more than 16 hours and fell asleep because of fatigue.*

During field training exercises, you are likely to become fatigued. If you're not careful, you might find yourself taking shortcuts that could cost you your life. Remember the following:

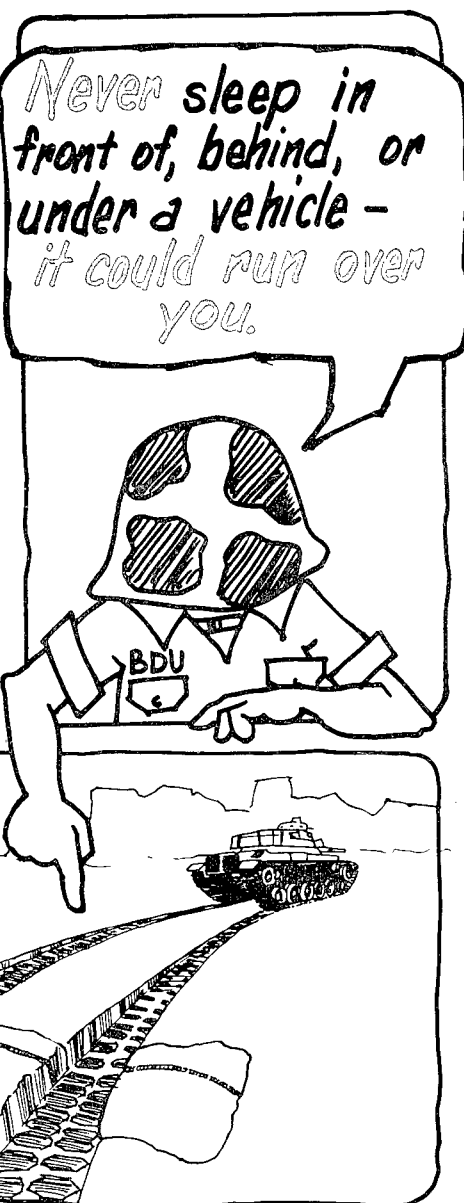
- You must use every opportunity to sleep, even if it is only for a short time. But never sleep on duty, and never sleep any place except where your leaders tell you to sleep. Be especially careful if vehicles are in the area. And *never* sleep in front of, behind, or under a vehicle—it could run over you.

- The more tired you are, the less alert you are. You must keep this in mind to avoid making mistakes that could lead to an accident.

- Exercise moderately whenever you can to increase your alertness.

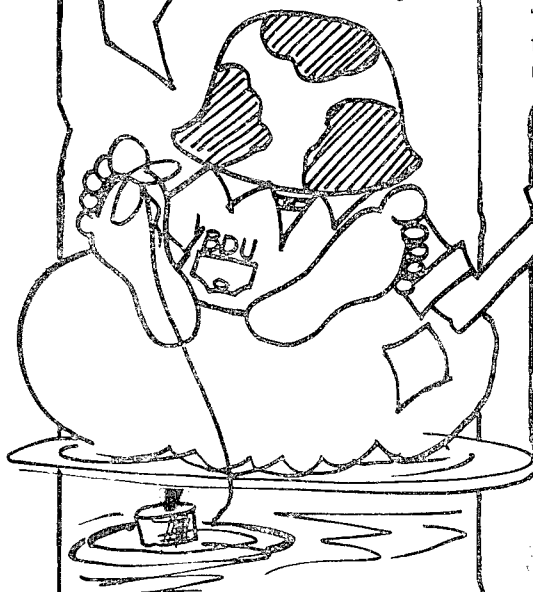
- Expect closer supervision by your leaders, especially from midnight until dawn. They know the dangers of fatigue; their close watch will help keep you alert.

- If you reach a point where you feel you must rest, tell your immediate supervisor.



# Water

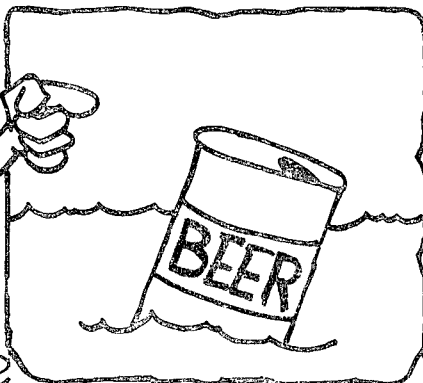
Never drink  
alcohol and  
swim!



Do not swim in  
alcohol and water  
to be safe—  
not a safe idea.  
A river, or sea waves.

A private dove off a cliff into a lake that was 60 feet deep. On the way down, he hit a tree limb. This caused him to enter the water in an unusual position. He never surfaced. His body was recovered several hours later. The soldier was swimming in an unauthorized area where no lifeguards were present.

Knowing how to swim is the best water hazard insurance you can have. Boating, water skiing, and even wading can lead to tragedy for the nonswimmer. If you can't swim, now is a good time to learn. It could save your life. Since even "good swimmers" sometimes drown, the following safety tips are worth remembering.



## Remember

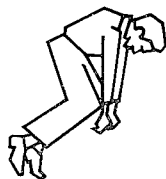
- Never swim alone.
- Swim only in supervised areas where lifeguards are present.
- Never swim when exhausted, overheated, or chilled.
- Explore the water cautiously for dropoffs, washed out areas, and underwater hazards.
- Know your ability and stay within your limits. Test your endurance only in well-supervised swimming areas.
- Never dive in water unless you are sure of the depth, the temperature, and that no obstructions exist.
- Never swim in cold water. Cold water

can cause sudden muscle cramps that can cause you to drown.

- If a storm approaches, leave the water.

- Never drink alcohol and swim. Drinking can not only impair your judgment and lead to showoff behavior, it also increases the loss of body heat. This can cause cramps.

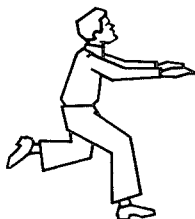
## Drownproofing



**STEP 1—Resting position.** Take a deep breath, hold it, and allow arms and legs to dangle freely in the water. The back of your head should be about even with the surface and your face held beneath it. In this position, your body will float while resting.



**STEP 2—Prepare to exhale.** After resting a few seconds in the resting position, exhale. Begin by slowly raising your arms in front of your body to about shoulder height while at the same time separating your legs in a scissors-type kick (one in front and one in back).

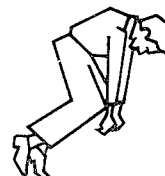


**STEP 3—Exhale.** Raise your head high enough for your mouth to come out of the

water. Now, exhale through your mouth, nose, or both. Have your eyes open to keep from losing your bearings.



**STEP 4—Inhale.** As your head and body tend to become vertical, slowly press arms down and bring legs back together. With your head well above the surface, take a fresh breath of air through your mouth and hold it.



**STEP 5—Return to resting position.** Return to the resting position with your face back in the water and your arms and legs dangling. Then, after resting a few seconds, repeat the procedure.

## Boating

- Make sure the boat is sound and seaworthy.

- Insure each person aboard is wearing an approved life preserver. Don't depend on floatable seat cushions. They could float out of reach in an emergency.

- Learn to board a boat properly both from land and water.

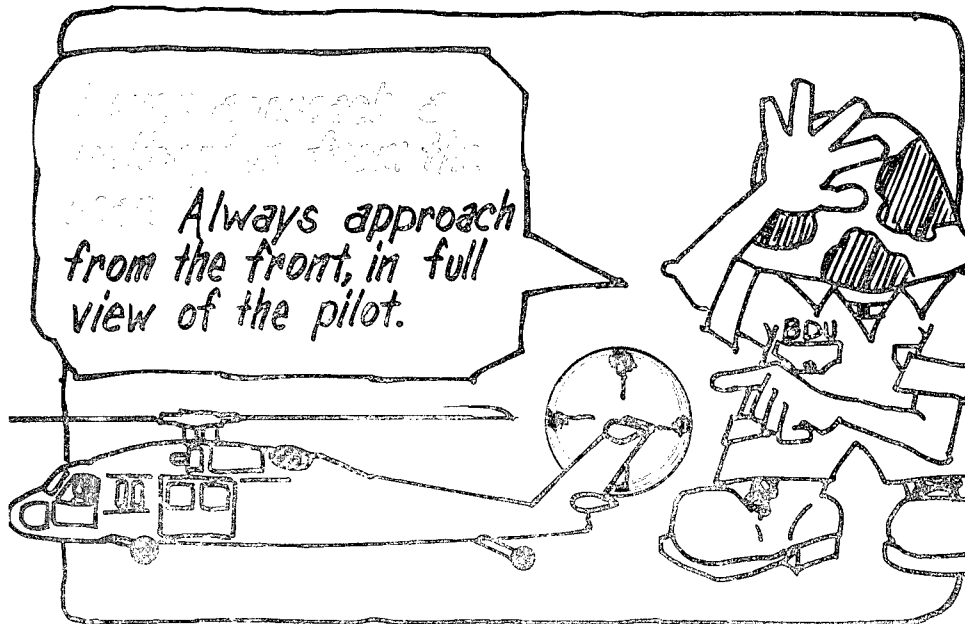
- Never overload a boat.

- If the weather looks bad, head for shore.

- Always wear a life jacket when skiing. Ski belts are better than nothing, but they're not as safe as a jacket.

- Never ski at night, in shallow water, or where obstacles exist.

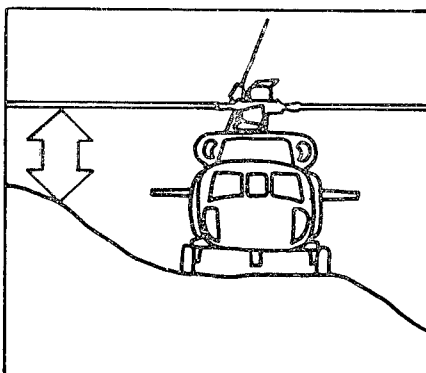
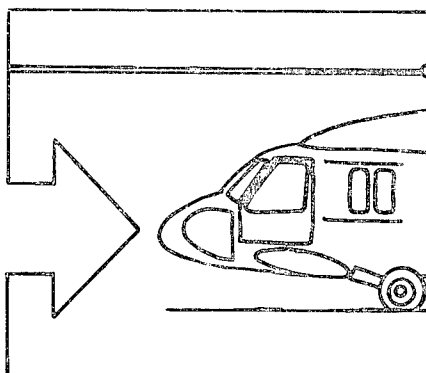
*Always approach & maintain from the front.*  
**Always approach from the front, in full view of the pilot.**



## Helicopter Rotor Blades

*A private was to perform maintenance on a helicopter. As he approached the rear of the helicopter, he walked into the tail rotor. He was killed.*

Most field training exercises involve airlifting soldiers by helicopter. Sooner or later, you will come in close contact with helicopters and the dangers of turning rotor blades. *Never* approach a helicopter from the rear. Always approach from the front, in full view of the pilot. If the helicopter is on a slope, the uphill rotor will sweep much closer to the ground, so be extra cautious.

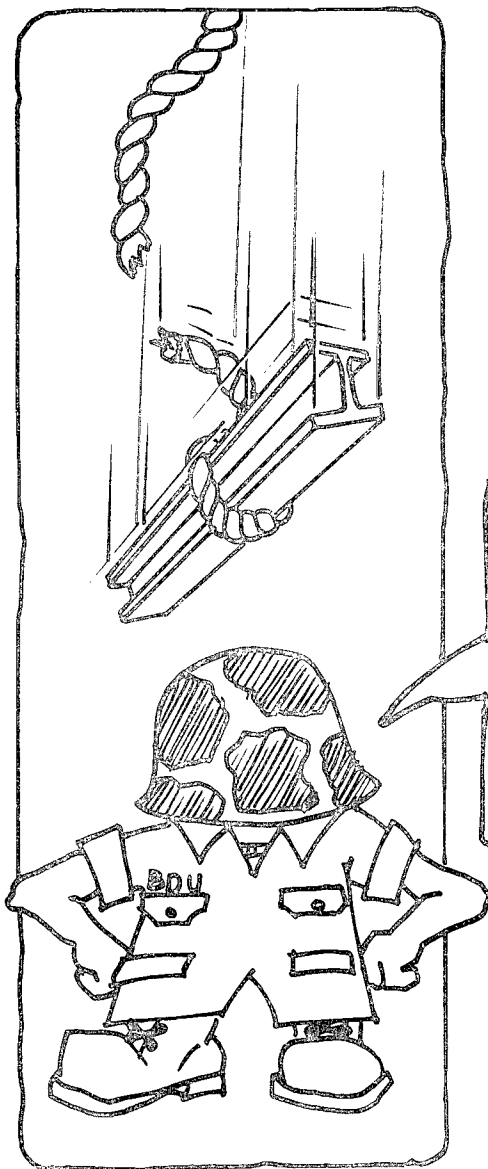


# Bumps and Bruises

*While preparing to leave the field, a PFC was removing an antenna from its base. As the antenna was lowered, it hit trees, causing it to fall and strike the soldier in the eye. He lost 21 duty days as a result.*

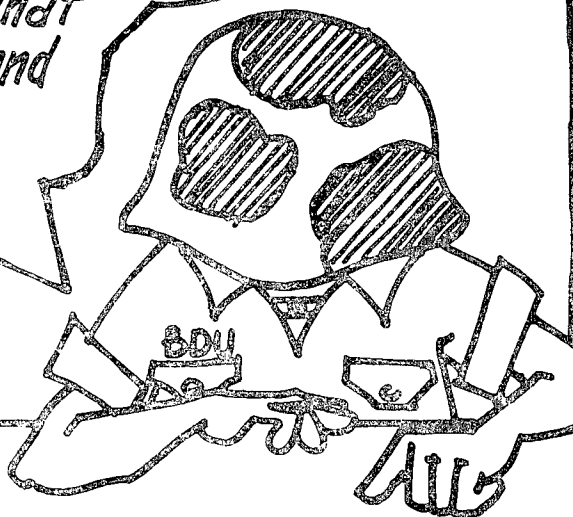
This type accident is common. Soldiers get hit on every part of their bodies, from head to toe. They get hit by every object imaginable, from hammers to rocks. Many of these accidents are caused by carelessness or inattention. To protect yourself from these kinds of accidents—

- Use proper personal protective equipment and clothing. For example, if you are handling heavy objects, wear safety shoes.
- Use the proper tools in the proper way. For instance, never use a wrench for a hammer.
- Never walk under material that is being hoisted or lifted.
- Always stay alert in work areas.



*Soldiers get hit on every part of their bodies from head to toe.*

The best way to prevent falls is to pay attention to what you're doing and

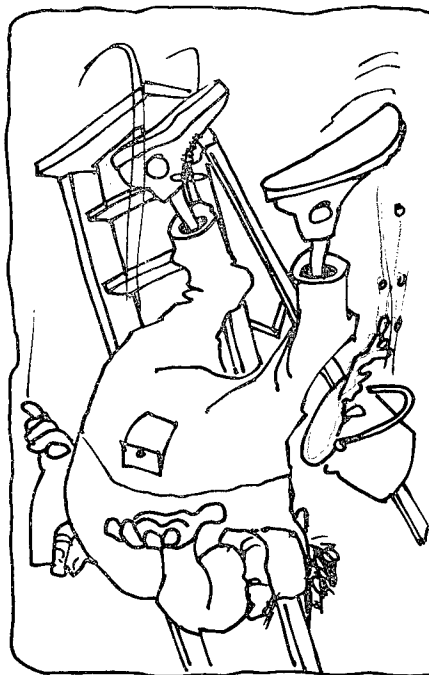


## Falls

*A private became sick in the barracks after drinking an unspecified amount of alcohol. He was vomiting from a third-floor window when he lost his balance and fell out. He broke his right leg and left wrist.*

There is nothing mysterious about falls—except why they happen so often. Falls usually result from not paying attention. And drinking sometimes leads to falls that result in serious injuries. Some of the more common accidents caused by falls include—

- Falls from windows or balconies.
- Falls from vehicles.
- Falling up or down steps.
- Stumbling on level surfaces.
- Tripping and falling on rough surfaces.
- Stepping into holes.
- Falls during darkness.
- Falls from ladders.



# Burns

A sergeant was working as supervisor in a field dining facility. While he was trying to light a diesel-fueled immersion water heater, the fuel ignited. The resulting blast caused flames and soot to exhaust. The sergeant suffered second-degree burns to his face.

There are several activities you'll be involved in where burns could occur. Following are some ways you can lessen your chances of getting burned.

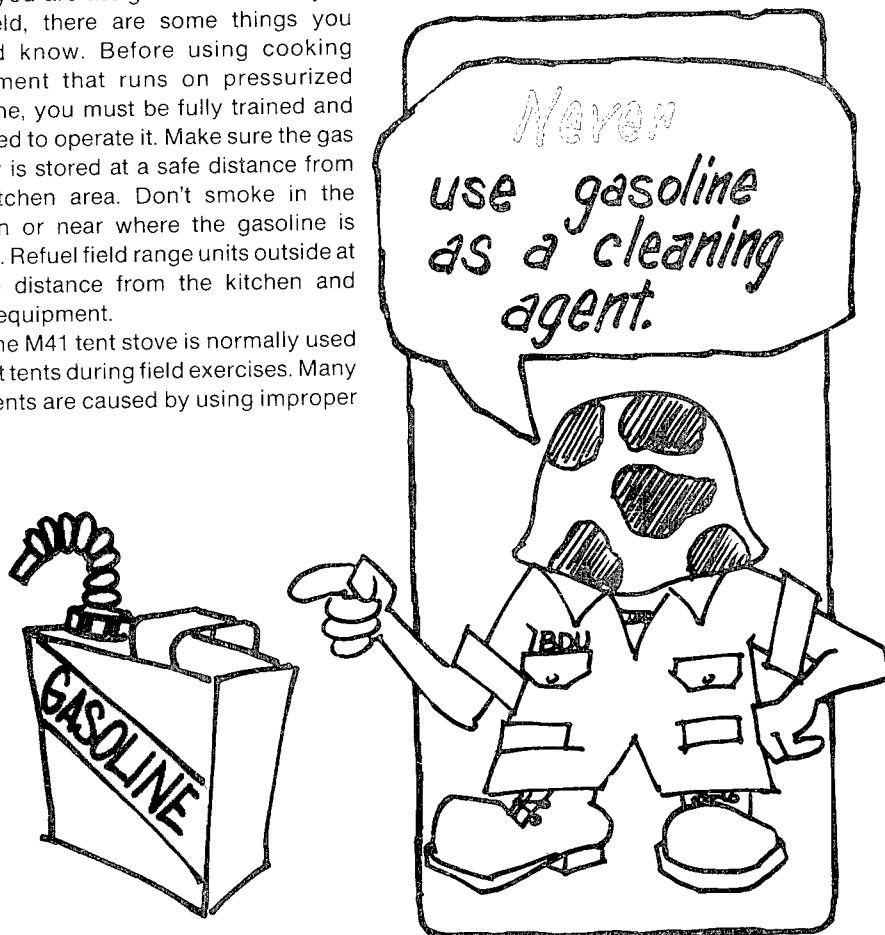
- If you are assigned kitchen duty in the field, there are some things you should know. Before using cooking equipment that runs on pressurized gasoline, you must be fully trained and qualified to operate it. Make sure the gas supply is stored at a safe distance from the kitchen area. Don't smoke in the kitchen or near where the gasoline is stored. Refuel field range units outside at a safe distance from the kitchen and other equipment.

- The M41 tent stove is normally used to heat tents during field exercises. Many accidents are caused by using improper

fuel. Diesel is the correct fuel; *gasoline should never be used*. Keep the stove clean and all components in good working order. And always set up the stove as shown in the operator's manual for the stove.

- *Never* use gasoline as a cleaning agent. It takes only one spark to cause a fire.

- *Never* transport spare containers of gasoline in a vehicle unless it is required by unit SOP or official directive. When you must carry spare fuel in your tactical vehicle, carry it only in approved cans secured in racks designed as a part of the vehicle.



# Carbon Monoxide

*A soldier was found dead in his POV which was parked alongside the road. An autopsy showed that carbon monoxide gas was the cause of death. He had apparently stopped to rest, and he ran the engine to stay warm. Carbon monoxide fumes entered the passenger area of the car.*

Carbon monoxide is a colorless, odorless gas generated by combustion of common fuels. It presents the greatest threat to soldiers in vehicles and living quarters during cold weather. Following are some tips on how to prevent carbon monoxide poisoning:

- Check vehicle exhaust systems to be sure they're well maintained and free of leaks.

- Make sure coal- or oil-burning heaters are in good condition with leak-proof vent pipes.

- At night, turn down or turn off coal- or oil-fired heaters used for heating living quarters. Make sure you have adequate fresh air ventilation.

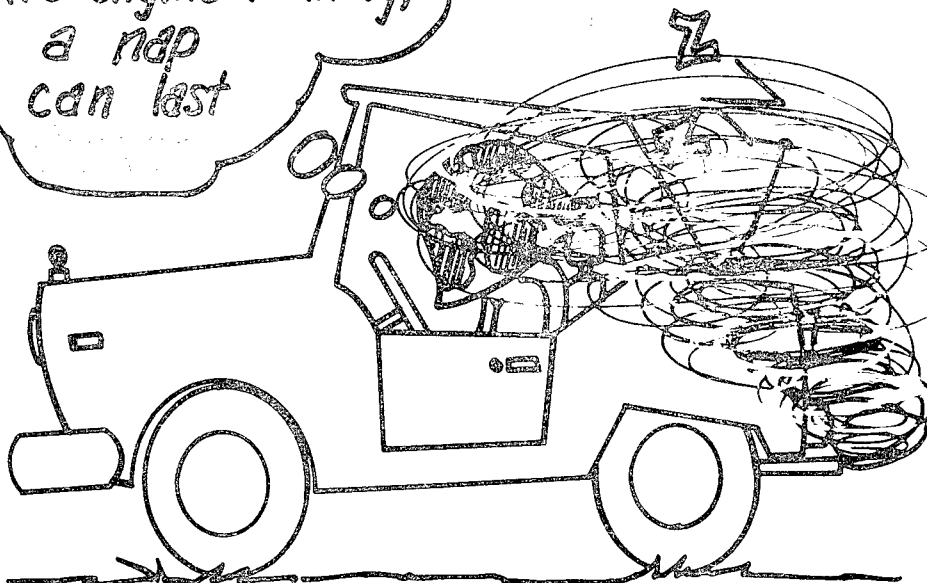
- In vehicles, make sure you have good ventilation to prevent accumulation of carbon monoxide.

- Never sleep in a parked vehicle with the engine running.

- Remember to always watch for these symptoms of carbon monoxide poisoning:

- Pounding heart.
- Dull headache.
- Flashes before eyes.
- Dizziness.
- Ringing in ears.
- Nausea.
- Drowsiness.

*In a car with its engine running, a nap can last*





# Cold Weather

*There are two types of cold injuries, freezing and nonfreezing.*



A sergeant was track commander of an APC during a field exercise. After riding in the open hatch for a while, his face began hurting. He reported this to his platoon sergeant who sent him to the company medic. He had suffered first-degree frostbite.

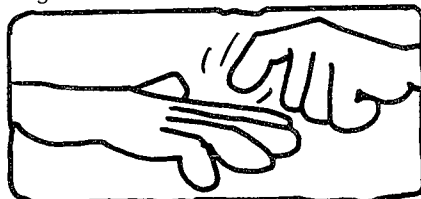
There are two types of cold injuries, freezing and nonfreezing. Freezing is the well known frostbite. Nonfreezing types are trench foot and chilblains. Let's look at each type of cold injury and its symptoms and prevention.



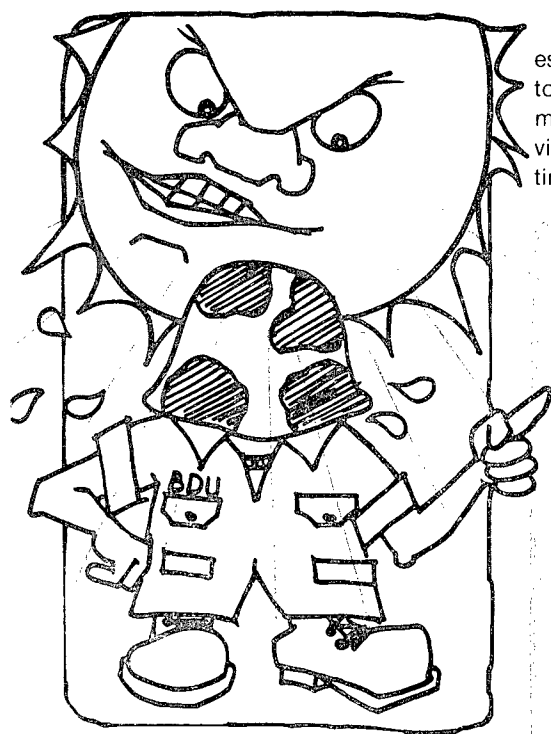
◦ **Frostbite.** This common cold weather injury is caused by exposure to below-freezing temperatures. How severe it is will depend on the temperature and how long you're exposed. Wearing proper clothing and using the buddy system will prevent frostbite. Watch your buddy's ears, nose, and cheeks for white spots. If any appear, hold a warm hand against the spot until normal color returns. Then cover the spot to prevent serious injury.



◦ **Trench foot.** Trench foot results from prolonged exposure to wet, cold footwear at temperatures from just above freezing to 50° F. At the warmer temperatures in this range, 12 or more hours of exposure will cause injury. Injury will occur faster at the lower temperatures. Symptoms include redness, swelling, pain, and finally, open sores. To prevent trench foot, keep your feet as warm and dry as you can. Carry extra socks and change them often, using the above temperatures and times as guidelines.



◦ **Chilblains.** This is the least serious cold injury. It's caused by exposure to temperatures from just above freezing to 60° F. and is often associated with high humidity. Symptoms are inflammation followed by itchy hands, feet, or ears. Wearing proper clothing will prevent chilblains.



# Hot Weather

*After completing firing at an installation firing range, an SP4 complained of nausea and headache. He was sweating and vomiting. He was taken to the local Army hospital where he was treated for heat exhaustion.*

Hot weather brings heat injuries. To avoid them, you must get used to hot weather. To become fully "acclimatized" takes about 2 weeks of gradual buildup. Drink plenty of water to prevent dehydration; it's best to drink before you get thirsty. Extra salt is not necessary if you eat three meals a day and lightly salt your food. Never take undissolved salt tablets.

If you have a history of heat injury, be especially cautious. It's important for you to know that suffering a heat injury makes you more likely to become a victim again in the future. And the next time, it may be a more serious one.

## Sunburn

Sunburn is caused by overexposure to the sun. You can prevent it by keeping sun exposure gradual or keeping your body covered. Using a sunscreen lotion helps.

**Heat Cramps** - This heat injury is caused by excessive loss of salt through sweating. In addition to cramps, victims will have pale, moist skin, extreme thirst, and may feel dizzy. Victims must be removed from the heat and cooled. Dissolve ¼-teaspoon of salt into a canteen full (or one quart) of water and slowly feed to the victim.

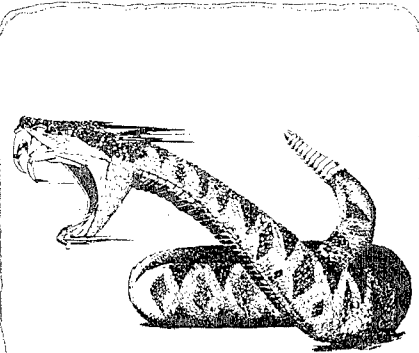
**Heat Exhaustion** - Heat exhaustion is caused by loss of water and salt through sweating. Symptoms are much like those of heat cramps, and first aid treatment is the same.

**Heat Stroke** - Heat stroke is a medical emergency. It is the most serious heat injury and often results in death. It is caused by prolonged exposure to heat. Symptoms include flushed, hot, and dry skin. The victim stops sweating. Unconsciousness may occur suddenly or may be preceded by headache, dizziness, fast pulse, vomiting, and mental confusion. Body temperature may go as high as 110° F. Take immediate action to lower the body temperature by immersing the victim in cool water. If this is not possible, pour cool water over him. Call for medical aid immediately.

# Snakes and Insects

*An SP4 was loading mortar rounds at a field location at night. When he reached down to pick up a round, he felt something sting his finger. The sting turned out to be the bite of a copperhead snake. The SP4 lost 18 workdays.*

At times while you're in the Army, you can expect to be where snakes and insects are. This usually happens during field training. Poisonous snakes, such as rattlesnakes, coral snakes, and water moccasins are probably the greatest threat. Your best protection is to avoid them by being careful where you put your feet and hands. To prevent the discomforts of insect bites, use the insect repellents your leaders will provide. They won't work if you don't use them.



Your best  
protection  
is to  
avoid them



# References

AR 40-5	Health and Environment
AR 385-10	Army Safety Program
AR 385-15	Water Safety
AR 385-30	Safety Color Code Markings and Signs
AR 385-32	Protective Clothing and Equipment
AR 385-40	Accident Reporting and Records
AR 385-55	Prevention of Motor Vehicle Accidents
AR 385-62	Regulations for Firing Guided Missiles and Heavy Rockets for Training, Target Practice and Combat
AR 385-63	Policies and Procedures for Firing Ammunition for Training, Target Practice, and Combat
AR 385-64	Ammunition and Explosive Safety Standards
AR 385-65	Identification of Inert Ammunition and Ammunition Components
FM 5-25	Explosives and Demolition
FM 21-11	First Aid for Soldiers
FM 23-30	Grenades and Pyrotechnic Signals
TM 9-1370-207-10	Operators Manual for Pyrotechnic Simulators
DA Pam 385-1	Unit Safety Management